

First ARRA Transportation Project in Vermont Bridge Street Bridge, Richmond Vermont

BHF 0209(6) NECESSARY IMPROVEMENTS TO TRUSS BR31 ON TH1 (BRIDGE ST.) IN RICHMOND VILLAGE OVER THE WINOOSKI RIVER.

Vermont state agencies, non-profit organizations, private businesses and individuals, have been allocated nearly \$1 billion in ARRA funding that will support the recovering state and regional economies and put Vermonters to work over the next two years. Jobs have already been developed to support substantial transportation infrastructure.

The first ARRA transportation project in Vermont made possible by federal stimulus dollars was a rehabilitation of the 80-year-old Bridge Street Bridge in the town of Richmond. This 232 foot steel through-truss historic structure is a vital link over the Winooski River from the village to I-89.

The bridge had been reduced to one-lane in 2006, but in September of 2008 the bridge was shut down after further deterioration made it unsafe for vehicles. The closing added over ten miles to the commutes of 5800 vehicles per day. It was crucial to fix the bridge as quickly as possible. To do so, the town agreed to leave the bridge on its existing alignment thereby saving money and avoiding years of permitting. In return, VTTrans agreed to fast track the project and contract for around-the-clock construction.

Contract plans were developed in less than three months by Stantec Consulting from Burlington, Vermont (using primarily non-ARRA funds). The construction contract was awarded to T. Buck Construction from Auburn, Maine who completed the project for \$1,731,501 in ARRA funds. Construction engineering cost an additional \$206,666 from ARRA for a project cost of slightly under \$2 million in ARRA funds (\$2.3 million total). The construction started on March 9 and the bridge was open to two-way, unrestricted traffic on June 20 – a week ahead of a very aggressive schedule.

The contractor replaced the bottom chord, floor beams and stringers with galvanized steel. Additionally, the bridge has a new deck, a wider sidewalk, a new bridge railing, and new truss bearings. The Richmond bridge project required 16,678 direct payroll hours from contractor and VTTrans staff at a cost of \$459,000. Over 100 individuals worked on the project at different times.

To expedite the project, plans were developed while the ARRA details were being finalized in Washington. Furthermore, VTTrans purchased some materials in advance of construction to avoid delays in the contractor obtaining the material. In parallel, VTTrans worked with the town to minimize the impact on local businesses and residents.

As the first ARRA project, it established the protocol and procedures for the remaining \$126 million in projects. It is an excellent example of all stakeholders working together to solve a critical transportation problem at the lowest possible cost.

		ARRA	Total
Prime contractor	T. Buck Construction, Auburn, ME	\$1,731,501	\$1,731,501
Engineering	Vermont Agency of Transportation	\$ 143,009	\$ 379,041
Contract plans	Stantec Consulting, So. Burlington, VT	\$ 63,657	\$ 213,083
		\$1,938,167	\$2,323,625

16,678 direct payroll hours from contractor and VTTrans staff at a cost of \$459,000.

Over 100 individuals worked on the project at different times.

ARRA calculation of FTE is that 30 jobs were retained or created as a result of this single project.



**Bridge Street Bridge, Richmond, Vermont
First ARRA Transportation Project for VTrans
March to June 2009**